

SRS Indicator On After Body Shop Repair? Check for SRS DTC(s)

NOTE: This article applies to '98–02 Accords, '01–04 Civics, '97–04 CR-Vs, '00–04 Insights, '99–02 Odysseys, '04 Pilots, '97–01 Preludes, and '00–04 S2000s.

If the SRS indicator is on after a body shop or other repair, or you're getting this message on the Honda Diagnostic System (HDS) display screen: **A system check of the new SRS control unit is not finished. HDS cannot read codes at this time**, you probably have an SRS DTC or two that are set. Here's what you need to do:

1. Make sure everything that needs replacing after a deployment has been replaced (see the page titled "Component Replacement/Inspection After Deployment" in section 23 of the appropriate S/M. (You can also find this info in ISIS under **SEARCH BY VEHICLE**. Use the keyword **Deploy**, and select **Component Replacement/Inspection After SRS Deployment** from the list.)

- If any components haven't been replaced, that's more than likely the problem. Replace them, then check your work by going to step 2.
- If you can't find a "Component Replacement/Inspection After Deployment" page in the S/M or in ISIS, go to step 3.

IMPORTANT: Make sure the right parts are installed. And make sure the seat covers are OEM, not aftermarket. If you get can your hands on the original parts, compare their part numbers against the replacement parts. You can also check for correct info by going into the parts catalog on the Interactive Network (iN) and punching in the VIN, or by calling the local parts warehouse and talking to a parts analyst.

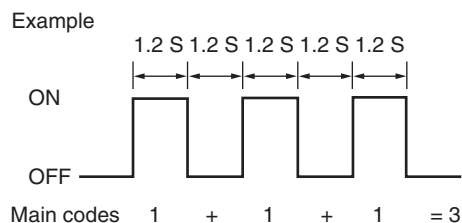
2. Turn the ignition switch to ON (II), and watch the SRS indicator.
 - If the SRS indicator comes on for **6 seconds**, and then goes off and stays off, the SRS has completed its self-check and is OK.
 - If the SRS indicator comes on for **6 seconds** but then stays on, go to step 3.
3. Turn the ignition switch to LOCK (0).

4. *All except '97–01 CR-V and '97–01 Prelude:* Connect the HDS with version 1.011.014 or later software to the 16P data link connector (DLC).
'97–01 CR-V and '97–01 Prelude only: Short the 2P SCS service connector next to the ECM/PCM, then go to step 9.
5. Turn on the HDS.
6. At the screen prompts, enter the VIN and the odometer reading, and then verify the correct date and time.
7. From the **Select Mode** screen, select **SCS**, and follow the screen prompts.
8. When you see the message **If the SCS line is in the 16P DLC, the line will be shorted, Do you wish to continue?**, press the **YES** button. You'll now see the message **The SCS line has been shorted. Do you want to leave the SCS line shorted?** Press **YES**.
9. Turn the ignition switch to ON (II). (The SRS indicator comes on for **6 seconds**, and then goes off. After a few seconds, the indicator starts blinking the SRS DTCs that are set.) Refer to section 23 of the appropriate S/M to translate the blink patterns. (You can also find this info in ISIS under **SEARCH BY VEHICLE**. Use the keyword **Trouble SRS**, and select **How to Troubleshoot the SRS** from the list.)
10. *All except '97–01 CR-V and '97–01 Prelude:* Turn the ignition switch to LOCK (0), and wait at least **10 seconds**. Then disconnect the HDS.
'97–01 CR-V and '97–01 Prelude only: Unplug the 2P SCS service connector.
11. Refer to the troubleshooting info in section 23 of the appropriate S/M, and fix the problem identified by the SRS DTC(s) that are set. When done, clear the DTC(s).
12. Turn the ignition switch to ON (II), and watch the SRS indicator.
 - If the SRS indicator comes on for **6 seconds**, and then goes off and stays off, the SRS is OK.
 - If the SRS indicator comes on for **6 seconds** but stays on, go to step 3 and keep on troubleshooting.

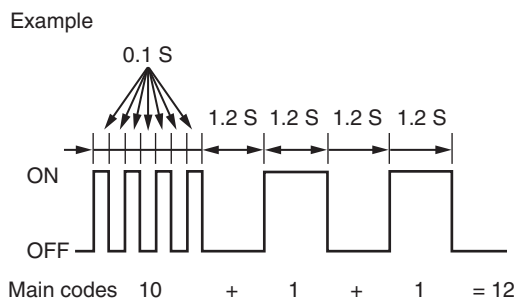
Watch for Fast Blinks When Reading SRS DTCs

When reading blink patterns from the SRS indicator with the Honda Diagnostic System (HDS) in SCS mode, keep in mind the SRS uses a different set of patterns than used for other types of DTCs. This is especially important when you're reading the main code component of the DTC.

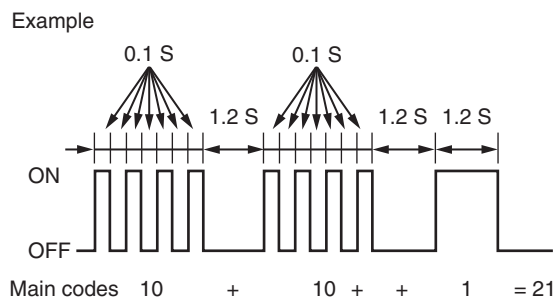
When the main code is less than ten, just count the number of long blinks. Each blink is just over a second.



When the main code is between 11 and 19, you'll first see a set of four fast blinks. This set of blinks counts as 10. Add any further long blinks together to get the main code.



When the main code is 20 or more, you'll see two sets of fast blinks. These two sets of blinks count as 20. Add any further blinks together to get the main code.



Don't Skip Over Diagnosis When Doing S/B 02-034

We can't emphasize enough how important it is to follow the steps in **DIAGNOSIS** when doing S/B 02-034, *SRS Indicator Comes On With SRS DTC(s) 15-1, 15-2, 15-3*. Tech Line gets a lot of calls from frustrated service techs who find themselves caught in an endless troubleshooting loop because they didn't read the text.

If you assume the cause of the SRS DTC(s) is a faulty OPDS unit and just replace it, without first determining the root cause of the problem, you'll wind up with an SRS DTC 15-1 (faulty OPDS unit or OPDS not initialized). Until you fix the actual root cause, you'll just keep getting 15-1.

You can avoid this mess, and save yourself a lot of grief, by following the **DIAGNOSIS** steps. The text gives you a logical path to effectively troubleshoot and fix SRS DTC problems.

Requesting Help From Tech Line

Need help from Tech Line? Make sure you follow the procedure in the December '02 issue of *ServiceNews* (see the article titled "Access Code Provides Tech Line Enhancement"). This way you get through to Tech Line more quickly. Don't use the ISIS General Feedback or the Tech Line Message Center.

The ISIS General Feedback goes to Parts and Service Communications; it's not intended for communicating with Tech Line. The Tech Line Message Center is a voice mailbox that's used only for reporting resolutions to Tech Line. It's checked at the end of the day and the resolutions are then entered into the Tech Line system.

S2000 Oil Filter: P/N 15400-PCX-004

When you're talking about oil filters for '00-04 S2000s, American Honda approves only one. It's P/N 15400-PCX-004, H/C 7523640. You can use this filter on all models that specify P/N 15400-PLM-A02, H/C 6663991. Keep this in mind when ordering.

Got a DTC P2135? Check C281: '03–04 Accord V6

If you've got a '03–04 Accord V6 with a DTC P2135 (TP sensor A/B voltage incorrect correlation), the problem could be the 13P connector C281 that's under the passenger's side of the dashboard. This connector links the ECM/PCM wire harness to the throttle actuator control module subharness.

Refer to page 24-14 of the 2003–04 Accord ETM, and make sure C281 is plugged in right. Pull the connector to make sure it's locked. If it is, then remove a male terminal from the connector, and use it like a feeler gauge to check the pin fit of the female terminals. If a female terminal is loose, tighten it, and retest. If the DTC comes back, refer to page 11-183 of the 2003–04 Accord V6 S/M Supplement, and follow the DTC P2135 troubleshooting procedure. You can also find this info in ISIS under **SEARCH BY VEHICLE**. Use the keyword **P2135**, and select **DTC Troubleshooting: DTC P2135 (V6 Engine)** from the list.

Stalling in Reverse or Drive After Doing S/B 02-003

You've done the repair procedure in S/B 02-003, *Shudder, Judder, Surging, Shock, Noise, or Idle Fluctuation*, on a '96–04 Civic HX with CVT. Now the vehicle stalls when you shift to Reverse or Drive, or you hear a nasty sounding bang. Check if the connectors for the start clutch control solenoid and the shift control solenoid are crossed. If they are, uncross them, and retest.

S/M Fix: Front Brake Caliper Overhaul, '99–04 Odyssey

Here's a fix to the fix we gave you in the March '04 issue of *ServiceNews* (see the article "S/M Fix: Front Brake Caliper Overhaul, '99–04 Odyssey"). The torque spec is also wrong in the illustration for step 13 on page 19-13. The torque spec should read **36 N·m (3.7 kgf·m, 27 lbf·ft.)**. Make this change in your copies of the S/M.

S2000 Engine: Replacement Part Numbers

Several changes were made to the cylinder block, crankshaft, pistons, and piston rings in the '00–03 S2000 replacement engine. Before you order a replacement cylinder block, crankshaft, piston, or piston rings, check the engine number on the vehicle you're working on. If you see the engine number listed here, the vehicle has its original engine or a replacement engine with parts you can order from the parts catalog.

Model Year	Original Engine Number from
2000	F20C1-1000001
2001	F20C1-1010001
2002	F20C1-1020001
2003	F20C1-1040001
Model Year	Replacement Engine Number from
2000	F20C1-0100001
2000–01	F20C1-0110001
2000–02	F20C1-0102001
2000–03	F20C1-0104001

If the engine number is F20C1-03xxxx1, the cylinder block or short block was replaced. Refer to PIB A04-0009, *Engine Block Assembly, 2000–03 S2000*, when ordering a cylinder block, crankshaft, pistons, or piston rings. Only the component parts listed in the PIB will work in this engine.

Engine No-Start, Power Windows Don't Work

Has this happened to you? You've replaced the under-dash fuse/relay box or the multiplex integrated control unit in a '03–04 Accord, and you're getting one or more of these symptoms:

- the engine doesn't crank
- the engine cranks but doesn't start
- the power windows don't work

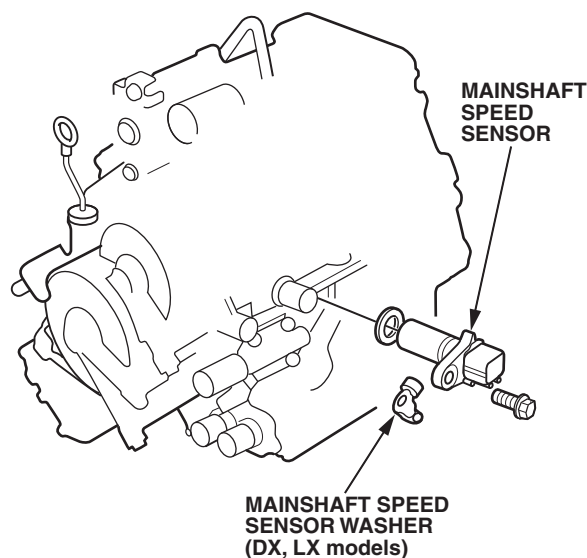
The problem could be an internally damaged relay. This can happen if you used a pair of pliers to remove it. Check the affected relay, and replace it if damaged.

A/T DTC P0740 After A/T R&R: '98–00 Civic EX

If you've replaced the A/T in a '98–00 Civic EX, and you're getting an A/T DTC P0740 (lock-up control system), it's possible you installed a reman A/T for a DX and LX model (non-VTEC engine).

From the outside, both A/Ts look virtually the same. But on the inside, they're quite different. The A/T for the DX and LX has a **41-tooth** gear while the A/T for EX models has a **40-tooth** gear.

Fortunately, there's an easy way you can tell these A/Ts apart. Just look at the mainshaft speed sensor. If there's a washer under the sensor, the A/T is for a DX or LX model. If there's no washer under the sensor, the A/T is for an EX model.



If you've installed the wrong A/T, you'll need to replace it with the right one. If you have the right A/T installed, then go to page 14-99 of the 1996–00 Civic S/M, and follow the troubleshooting flowchart. You can also find this info in ISIS under **SEARCH BY VEHICLE**. Use the keyword **P0740**, and select **DTC Troubleshooting: DTC P0740** from the list

Accessory XM Satellite Radio Fits Earlier Models

Honda currently offers an accessory XM satellite radio for the '04 Accord and the '04 Odyssey. It fits these models:

- 2004 Accord 2-Door L4 LX, EX
- 2004 Accord 2-Door V6 LX
- 2004 Accord 4-Door L4 DX, LX, EX
- 2004 Accord 4-Door V6 LX
- 2004 Odyssey LX, EX, EX-L

If you're wondering whether this accessory fits earlier models, the answer is **YES**. It easily fits the same listed Accords for '03. It also fits the same listed Odysseys for '03, including Odysseys with the dealer-installed I~VES. Refer to this table when ordering:

Description	P/N	H/C
XM Satellite Radio	08A15-1E1-000	7322209
Satellite Radio Attachment Kit (Accord 2-dr)	08B15-SDN-100	7581705
Satellite Radio Attachment Kit (Accord 4-dr)	08B15-SDA-100	7322191
Satellite Radio Attachment Kit (Odyssey)	08B15-S0X-100	7603632
XM Radio Antenna	08A15-1E1-100	7322217

For more product info on this accessory, refer to these PIBs:

- PIB A03-0017, *New and Carryover Accessories and T/U Paint, 2004 Accord Coupe*
- PIB A03-0018, *New and Carryover Accessories and T/U Paint, 2004 Accord Sedan*
- PIB A03-0019, *New and Carryover Accessories and T/U Paint, 2004 Odyssey*

For installation info, refer to these instructions:

- AII 25749, *2004 Accord 2-Door XM Radio System (LX/EX L4, LX V6)*
- AII 25772, *2004 Accord 4-Door XM Radio System*
- AII 26042-26353, *2004 Odyssey XM Radio Interface (Except EX-L with Navi/RES)*

Wind Noise From the Roof Rack

NOTE: This article applies to '02–04 CR-Vs, '03–04 Elements, '99–04 Odysseys, and '03–04 Pilots.

The gaps in the rubber inserts for the roof rack crossbars can cause some noticeable wind noise. To keep the roof rack from making noise, cut the rubber inserts to fill the gaps between the attachments and the ends of the crossbars. Give the piece you cut off to your customer just in case he or she removes the attachments. If you need more inserts, order P/N 08L02-S0X-101R2, H/C 7085335.

Don't Test-Drive With the MIL or D Indicator On

NOTE: This article applies to '98–04 Accords, '96–04 Civics, '97–04 CR-Vs, '99–04 Odysseys, and '03–04 Pilots.

When the PCM detects a malfunction that turns on the MIL, the **D** indicator, or both, it can revert to a backup mode or “limp home” mode. This mode differs depending on the A/T design, the cause of the malfunction or DTC, or both.

When you test-drive a vehicle, make sure you clear all A/T DTCs first. You can't evaluate the A/T if the MIL, the **D** indicator, or both indicators are on.

In backup mode, some A/Ts let you manually shift while others only let you shift to certain gears that apply to its particular backup mode. Here are some common symptoms you get in backup mode:

- Harsh upshifting and downshifting
- Vehicle starts in 2nd gear and then shifts to 4th gear
- Vehicle starts in 2nd gear and then shifts to 3rd gear

When an A/T is in backup mode, customers commonly complain about low power or lousy acceleration because the vehicle starts in 2nd or 4th gear.

Tips From Training: Narrow Your ISIS Pubs Search

Jesus Almeida, Training Instructor in Fort Lauderdale, FL, reminds us of a handy new search feature in ISIS that can narrow your search for S/Bs and *ServiceNews* articles and save you valuable time. When you click on **SEARCH BY PUBLICATION**, you have the option to search using keywords, section, or year. These options appear as bullets when you click on either **Service Bulletins** or **ServiceNews**.

Re-Stamped Bulkhead VIN? It's *Not* a Problem Vehicle

If you see a bulkhead VIN with an **X**, a **V**, or a **/** through a character and a different character above it, there's no need for concern. It's not a problem vehicle.



In rare cases, the factory can mis-stamp the bulkhead VIN. It's not practical to scrap the chassis for such an error.

To repair a mis-stamped bulkhead VIN, the factory takes these steps, which are endorsed by the National Insurance Crime Bureau (NICB):

1. The incorrect character is stamped over with an **X**, a **V** or a **/**.
2. The correct character is stamped directly above the incorrect character.
3. The repaired VIN is repainted if necessary to eliminate any suspicion of fraud.
4. The factory sends VIN change info to American Honda. This info is then shared with the NICB.

The NICB keeps a database of factory-repaired VINs. Theft investigators and law enforcement agencies can access this database to check a suspicious-looking VIN.

Avoid Problems: Install New Oil Filters Properly

We can't emphasize enough how important it is to properly install a new Honda oil filter. A double-gasketed or poorly sealed oil filter could come loose over time, causing a leak that could lead to a fire.

To prevent any problems, follow these guidelines:

- Make sure the sealing surface on the engine is clean.
- Make sure the O-ring from the old oil filter isn't stuck to the engine block. If it is, scrape it off thoroughly, and wipe the surface clean.
- Inspect and clean the new oil filter's threads and O-ring surfaces.
- Apply a light coat of engine oil to the new filter's O-ring. (This keeps it from shearing when you torque the filter.)
- Torque the new filter to the proper spec. (This compresses the filter's O-ring so there are no leaks.) Torque specs are listed on the filter as well as in the Engine Mechanical section of the appropriate S/M. You can also find this info in ISIS under **SEARCH BY VEHICLE**. Use the keyword **OIL FIL**, and select **Engine Oil Filter Replacement** from the list.



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ASN 26993-46469 (1106)

